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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M)(12 Feb 70) FOR OT UT 694196

17 February 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 165th Aviation Group, Period Ending 31 October 1969

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to AGSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

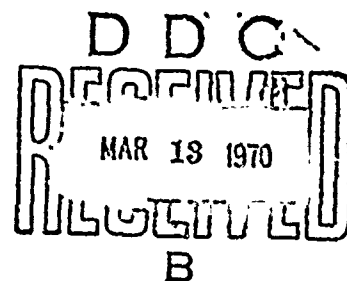
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DEPARTMENT OF THE ARMY
HEADQUARTERS 165TH AVIATION GROUP (CBT)
APO San Francisco 96384

AVBACD-C

3 November 1969

SUBJECT: Operational Report - Lessons Learned (Headquarters, 165th
Aviation Group) Period Ending 31 October 1969, RCS CSFOR-65 (R2)

SEE DISTRIBUTION

1. Operations: Significant Activities.

a. (U) Command.

(1) Unit Mission. No changes. The group operations have been normal for the last 92 days.

(2) Organizational Changes. None.

(3) Major unit activities.

(a) Air Traffic Control. There were 2,462,548 recorded operations at 36 Army controlled airfields. The Army flight following system averaged 4,421 flights per day for a total of 406,736 for the reporting period. 16 ground controlled approach facilities performed approaches, of which 12,581 were for training and 2,802 were for operational flights under instrument flight rules (IFR).

(b) Joint Air Operations Group (JAOG). The 165th Aviation Group continued to participate in JAOG activities throughout the reporting period, providing representation on the educational and artillery warning working groups. The representative to the educational working group served as chairman and as a member of the briefing team. Briefings presented during the period were as follows:

| <u>Dates</u> | <u>Commands/Activities</u> |
|--------------|---|
| 4-15 Aug | 5th AF, 815th TAS, 313th ADIV, 37th TAW, 327th ADIV 314th TAW, 13th AF, 6th ADIV, 463rd TAW. |
| 21-23 Aug | 7/13 AF, USMACTHAI and JUSMAGTHAI |

(c) Air Coordination Committee (ACC). The 165th Aviation Group continues to participate in the ACC with two permanent representatives. Members of the group participated in Joint Airfield Survey Subcommittee of the ACC during the period of this report. Joint Airfield Surveys were conducted at Phu Cat on 29 July (not reported in 15 Aug ORLL), Nha Trang on 5 Sep 69, and Phan Thiet on 9 Oct 69. Formal reports were prepared and forwarded through channels to the commands concerned.

FOR OT UT

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Inclosure

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(d) Quarterly Commander's Conference. The quarterly commander's conference was held 29 October 1969 in the USARV auditorium. The attendees were briefed by the group commander and his staff and received the JACG educational briefing from the Joint Air Operations Group briefing team.

(e) ENSURE (TPS-54). An ENSURE request for the AN/TPS-54, lightweight surveillance radar was submitted 24 August 1969. This action was in consonance with the Army enroute radar system for which concept approval had been granted by USARV. (Reference ORLL, 165th Avn Gp for period ending 31 Jul 69). The ENSURE request was not favorably considered due to funding limitations and the long lead time required to obtain the equipment. A recommendation is being prepared requesting that the ENSURE action be forwarded to the Department of the Army in order to document the urgent requirements for a lightweight surveillance radar for Army aviation tactical operations and approach control functions.

(f) ENSURE (multi-target generator). The ENSURE request for the multi-target generator (reference ORLL 165th Avn Gp for period ending 31 Jul 69) was forwarded from USARV 8 Oct 69.

(h) Inspections. Command visits were made to 34 units during the reporting period by the group commander, command sergeant major, and representatives of each staff section. Units visited are shown at Inclosure 3.

b. (U) S1 (Personnel).

(1) Losses and gains maintained an operations balance during this reporting period. Authorized and present for duty strengths as of 31 Oct 69 were as follows:

| | <u>AUTHORIZED</u> | <u>ASSIGNED</u> |
|---------------------|-------------------|-----------------|
| OFF | 125 | 123 |
| WO | 95 | 70 |
| EM | 1521 | 1578 |
| Am Civ | | |
| ECOM | | 1 |
| FFR (USAASO) | | 0 |
| FSR (ITF Gilfillan) | | 6 |

(2) Principal personnel changes that have occurred during this period are listed in Inclosure 4.

(3) Morale: Excellent. There were 55 six month extensions during this reporting period.

(a) Discipline: 12 Court-Martials and 31 Article 15's.

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(b) Reenlistments:

| <u>Month</u> | <u>Eligible</u> | <u>RE Ups</u> | <u>% of RE Ups</u> |
|--------------|-----------------|---------------|------------------------|
| Aug | 19 | 6 | 31.5 |
| Sep | 7 | 3 | 12.8 |
| Oct | 10 | 2 | 20.0 |

(c) Mail: No significant problem areas

(4) Awards and decorations: See Inclosure 5.

c. (U) S3 (Operations).

(1) Tactical Air Traffic Control Teams (TATCT).

(a) Four tower TATCTS have been redeployed during this reporting period:

| <u>FROM</u> | <u>TO</u> | <u>DATE CLCSED</u> | <u>SUPPORTING</u> |
|-------------|-----------|--------------------|-------------------|
| Bien Hoa | Duc Hoa | 2 Aug 69 | MACV Adv Tm 99 |
| Dong Tam | Bao Loc | 7 Sep 69 | MACV Adv Tm 28 |
| Bien Hoa | Kontum | 5 Oct 69 | 4th Inf Div |
| Castle | Dong Ha | 5 Oct 69 | XXIV Corps |

(b) One GCA TATCT was deployed to Lai Khe. The team augmented the 314th Aviation Detachment (Div), supporting the 4th Infantry Division. Later in the period this team was redeployed to Ca Mau (see para c below).

(c) Three GCA TATCTS were deployed to Duc Hoa, Hon Chong, and Ca Mau in the Delta. These units are providing radar services primarily for reconnaissance and attack aircraft at night. In addition they provide general navigational assistance in their respective areas. Though performing the mission, the teams are limited in coverage by the effective range of the AN/TPN-18 radar. This mission is included in functions of the enroute radar concept and supports the requirements for a lightweight surveillance radar for air traffic enroute/approach control. (Reference ORLL for period ending 31 Jul 69 and ENSURE request AN/TPS-54 radar).

(d) GCA equipment was issued to the 322nd Aviation Detachment (Div) at Quan Loi, supporting the 1st Air Cavalry Division. The receiver/transmitter (R/T group if the AN/TPN-18 will be mounted on a 60 foot tower to provide

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area radar surveillance for navigational assistance similar to that described in paragraph (c) above. This unit will also provide a standard precision approach for the airfield.

(2) Aviation detachments (div) relocated during the reporting period were:

| <u>UNIT</u> | <u>FROM</u> | <u>TO</u> | <u>DATE</u> |
|-------------|-------------|-------------------|-----------------|
| 361st | Dong Tam | Tan An | 27 Aug - 29 Aug |
| 325th | Blackhorse | Redcatcher | 10 Sep - 11 Sep |
| 325th | Redcatcher | Hue/Phu Bai | 1 Oct - 10 Oct |
| 366th | Oasis | Bien Hoa (Castle) | 7 Oct - 10 Oct |
| 321st | Kontum | Quang Tri | 8 Oct - 12 Oct |

(3) Installation of equipment for a radar approach control facility at Can Tho began 3 August 1969 and was completed 19 August 1969. Training for approach control personnel (MOS 93K) began 13 August 1969 at Bien Hoa, and moved to Can Tho 2 September 1969. The instruction for this training was given by Mr. William V. Harper (see para e(2), below). As of this date, all required letters of agreement (seven) have been completed and signed. On 24 October 1969 Can Tho Approach Control began control of traffic from the surface to 6000' MSL at Soc Trang, Binh Thuy/Can Tho, and Vinh Long. The magnitude of this operation, in conjunction with the skill levels required of the controllers reaffirms the need for a flight facilities representative (FFR) to advise and assist this headquarters in operating and supervising the growing Army approach control mission in RVN.

e. (U) S3 (Training).

(1) The training of Vietnamese tower controllers at Qui Nhon Airfield continued throughout the reporting period (reference ORLL for period ending 31 July 1969). The progress of the Vietnamese controllers trainers, however, was slow due to the language barrier. At the request of the Deputy Director, Directorate of Civil Aviation (DCA), a three phase program of facility ratings was agreed upon by this HQ, and DCA. This program is outlined below.

(a) "C" Rating: Rated to control light or moderate air traffic under supervision of US or DCA instructor/supervisor.

(b) "B" Rating: Rated to control moderate or heavy traffic under supervision of US or DCA instructor/supervisor.

(c) "A" Rating: Rated to control all air traffic without direct supervision.

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(2) Four of the eight controllers were awarded "B" ratings at the local control position. Subsequently, these four controllers have been integrated into the regular shift patterns and will continue their training at the Ground Control Position, the Flight Data Position, as well as the Local Control Position. The four non-rated controllers will continue their training and be retested at a later date. The ultimate goal continues to be an "A" rating for each controller at all three positions.

(2) Enroute/Approach Control Training. Mr William V. Harper, USAASO Flight Facilities Representative (FFR) has been extensively committed to the approach control training program throughout the reporting period. His expertise and teaching ability were the most important single factor in readying the Can Tho approach control for full operations. His training and quality control activities during the reporting period were as follows:

| <u>LOCATION</u> | <u>DATES</u> | <u>HOURS</u> | <u>STUDENTS</u> |
|------------------------|------------------------|--|---|
| Tay Ninh | 4 Aug | 3 hrs | 3 controllers |
| Bien Hoa (for Can Tho) | 13-16 Aug 19 Aug | 28 hrs 7 hrs | 10 controllers 10 controllers |
| An Khe | 20-25 Aug | 45 hrs | 9 controllers (6 rated) |
| Soc Trang | 26-30 Aug | 35 hrs (refresher) | 10 controllers |
| Can Tho | 2-6 Sep 8-11 Sep | 35 hrs 28 hrs | 10 controllers 10 controllers |
| Tay Ninh | 12-13 Sep | Evaluate procedures per instructions of Commanding Officer | |
| Can Tho | 15-20 Sep 24-30 Sep | 42 hrs 49 hrs | 10 controllers 10 controllers (9 rated) |
| Long Binh | 9-31 Oct | Approach control school to prepare personnel for Hue/Phu Bai Approach Control. | |

(3) Radar Repairman School. A maintenance training school for radar repairman, MGS 26D, established by this unit began its first class 6 Oct 69. Initial input to the school was 6 students from subordinate units of the group. Training covers the AN/TPN-18 radar system and trouble-shooting

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this equipment. Primary instructors in the four week course are Field Service Representatives (FSR's) from ITT Gilfillan (reference ORLL for period ending 31 July 1969).

(4) The 165th Aviation Group GCA School operated by the 365th Aviation Detachment (Div) at Long Thanh has graduated 38 GCA supervisors during the period 1 August 1969 through 31 October 1969. Of those personnel graduated from the course, 3 were from the 101st Airborne Division, 13 were from the 1st Air Cavalry Division, and the remainder were from 165th Aviation Group GCA sections.

(5) A total of twenty students completed the prescribed load list (PLL) training course conducted at Long Binh Post. Of the graduates, 18 were from the 165th Aviation Group and 2 from the 1st Air Cavalry Division.

(6) Training inspections were conducted at 20 aviation detachment during the reporting period. Sixteen units received satisfactory ratings and four were rated as unsatisfactory. The most common discrepancies noted in air traffic control were as follows:

(a) Phraseology - procedures in TM 11-2557-29 were not being followed. In some instances speech rates were excessive for the amount of traffic being controlled.

(b) Proficiency testing - units were not giving and recording required over-the-shoulder evaluations. Compliance with this requirement will assist in knowledge of phraseology and procedures.

(c) DA Form 3479, ATC Training and Proficiency Record, continued to reflect minor discrepancies. Most units were not recording required information.

(7) Appendix "B" to Army Subject Schedule 1-4 listing requirements for facility manuals has been reproduced. Distribution will be made so that aviation detachments can update existing manuals.

f. (U) S4 (Logistics).

(1) The request for 5 diesel generator technicians was forwarded to MECOM by headquarters USARPAC. MECOM representatives presented two classes on generator maintenance/operation to 20 personnel of the group. There continues to be a shortage of 52B's. Additional generator classes are required to upgrade the capability of the units' operation and maintenance of 30 KW generators.

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(2) Air conditioner repair did not improve during the quarter. All of the group's 18,000 BTU float air conditioners have been issued as replacements for those presently in the DSU waiting for repair parts. Fifteen of the twenty-nine air conditioners turned in between Julian dates 9064 and 9276 have been evacuated. Turn-in credit has been given to owning units with instruction to requisition replacement air conditioners. A request to headquarters USARV to reconstitute the float air conditioners has been forwarded.

(3) Operator maintenance courses on air conditioners will be conducted by the 266th S&S Bn. These classes will train two personnel from each detachment to properly operate, clean, and service the different types of air conditioners in the group inventory.

(4) Supply and generator maintenance assistance visits were made to all units of the group.

(5) Four of the five company size units were given a CMFI during the period. Progress has been made in all.

(6) Aircraft status (MHC, 165th Avn Gp only):

| <u>TYPE</u> | <u>AUTHORIZED</u> | <u>ON HAND</u> |
|-------------|-------------------|----------------|
| U-6A | 1 | 1 |
| U-1A | 2 | 1 |
| U-21A | 2 | 1 |
| UH-1D | 1 | 1 |

g. (U) Flight Check.

(1) Service evaluations and technical assistance visits are now being conducted in more depth. This procedure has resulted in a marked increase in proficiency and effectiveness of controllers. Newly appointed group ATC examiners, consisting of facility rated detachment sergeants, tower, and GCA chiefs form the nucleus for standardization and quality control. The FAA appointed examiners of the Flight Check section closely monitor all ratings to insure that the highest standards are established and maintained.

(2) Service evaluations and technical assistance visits were conducted at 39 Army airfield/heliports during the reporting period. (See Inclosure 6).

(3) The recent publication of TM 95-200, Air Traffic Control Facility Operations, should prove to be most useful to ATC personnel in improving the efficiency of their facilities. This manual provides administrative and operational standards for the operation of US Army air traffic control facilities. The manual is supplemental to TM 11-2557-29 and TM 11-2557-30

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and covers requirements for establishing operational facilities. Additionally, it gives detailed instructions for the formulation of letters of agreement, facility rating guides, facility training programs and other essential documents and activities.

(4) A new facility rating guide has been published by the Flight Check Section. This publication, containing guidelines for the facility rating test of tower, GCA, approach control, and flight following facilities has proven to be an effective tool in training and facility rating all controllers. Additionally, the rating guide incorporates a new grading scale and format for certification which will aid group examiners in establishing a more positive standardization and training program.

h. (U) Safety.

(1) The group experienced 3 aircraft accidents during the reporting period.

(2) Cumulative group accident rate for FY 1970 is 16.7.

(3) Safety assistance visits were made to the Command Airplane Company, 120th Aviation Company (AHC) and the 125th Aviation Company (ATC).

(4) Visits were made to the following airfields or heliports: Vinh Long, Can Tho, Spartan, Sanford, Tan An, Plantation, Long Thanh and Saigon Heliport.

(5) During the reporting period the group safety officer participated as a member of the joint VII/US airfield survey team at Nha Trang and Phan Thiet airfields.

(6) The safety officer participated as a member of the Artillery Warning Working Group and the Air Traffic Control Working Group of the Joint Air Operations Group.

(7) An ATC safety briefing was presented to the 1st Aviation Brigade quarterly safety conference.

(8) The ATC Tower Safety Annual, a publication oriented towards ATC safety, was produced. This publication contains material disseminated in previous monthly editions of the ATC Tower Safety Magazine. The material included is as pertinent today as it was when originally published. By placing the information under one cover the reader (in many instances not previously exposed to the material) will have an opportunity to review earlier safety guidance.

AVB,CD-C

3 November 1969

SUBJECT: Operational Report - Lessons Learned (Headquarters, 165th Aviation Group) Period Ending 31 October 1969, RCS CSFCR-65 (R2)

1. (U) Signal (Communications).

(1) The Command/NOTAM communications system, Phase I, (reference ORLL, this headquarters, 15 August 1969) was established on 1 September 1969 with the activation of a teletype circuit from this headquarters to 1st Aviation Brigade. This portion of the system, using the means provided by 1st Aviation Brigade, has proven reliable. The radio teletype net, using AN/GRC-142 radio teletype sets, was also initiated on 1 Sep 69. Considerable trouble has been experienced through malfunctioning of the Amplifier, AN-3349/GRC-106. Although repair of this component has been adequate, delays in transportation of equipment to and from field locations has resulted in a less than adequate radio teletype system operation. It is anticipated that the radio teletype system will be fully operational by 1 Jan 1970.

(2) The 34th General Support Group was not capable of providing the maintenance support on the AN/GRN-6 non-directional beacon (reference ORLL, this headquarters, 15 August 1969) and the AN/FSQ-75 landing control central. Consequently, USARV message 10984, dated 6 September 1969, directed the 165th Aviation Group to support this equipment. A general support shop has been established using group resources to provide the required support. An HTOE change is being prepared to provide the personnel and equipment to fulfill this requirement. Initial operation indicates that future availability ratios on this equipment will be steadily increasing.

(3) The United States Army Electronic Command (USAECCM) has designated the group signal officer as the Contracting Officer's Representative (COR) for the ITT Gilfillan factory service representative (FSR) contract. This headquarters, being responsible for coordination of support for all Army GCA radars in Vietnam, can now react more rapidly, and provide more flexibility and responsiveness in the discharge of this responsibility.

(4) On 12 August 1969, sole-user telephone circuits were requested to support the operation of the Can Tho Approach Control system. Considerable delay was encountered in processing these requests. The delays stemmed from a non-availability of circuits in systems connecting Can Tho with Bien Thuy and Saigon. Requests were processed by USARV and MACV to establish priorities for requested circuits. All circuits were installed by 18 Oct 69. However, incompatibility of terminal equipment resulted in unsatisfactory communications. As a result, release of airspace and activities of Can Tho approach control did not take place on 19 Oct 69 as planned. Had circuitry been installed in accordance with the milestone schedule for this project, sufficient time would have been available to "debug" the system. Essentially all problems were solved and Can Tho approach control became fully operational on 24 October 1969.

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k. (U) Command Aircraft Company (CAC).

(1) The following is a summary of operations for the reporting period:

Sorties flown - 7108

Passengers flown - 15,429

VIPS flown - 2027

Total hours flown 5275

(2) Transition training. One officer completed U-21 transition training during the reporting period.

1. (U) 120th Aviation Company (Assault Helicopter).

The following is a summary of operations for the reporting period:

Sorties flown - 17,505

Passengers flown - 24,826

VIPS flown - 168

Total hours flown - 6,617.9

Cargo carried - 31.8 tons

Enemy KIA - 25

Structures Dam/Dest - 24/49

Sampons Dam/Dest - 14/24

Acft loss - 1

Acft dam - 0

2. Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

a. Personnel. None.

b. Intelligence. None.

c. Operations. None.

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d. Organization. None.

e. (U) Training (Radar Repairmen).

(1) OBSERVATION. Replacements received for radar repairman MOS 26D20 consistently demonstrate a lack of basic skills and knowledge required to repair the AN/TSQ71/71A and 72/72A radar systems.

(2) EVALUATION. (a) A high percentage of the MOS 26D20 replacements received by this unit can not effectively maintain the radar equipment currently authorized. These individuals lack the ability to:

1. Properly read and understand cabling diagrams.
2. Correctly perform basic adjustments while aligning the set.
3. Isolate problems, even to major components.
4. Use test equipment required for trouble shooting and adjustment of the set.

(b) It is felt that this lack of basic knowledge on the part of the individual limits his trouble-shooting capabilities to the indiscriminate changing of cards and major components. Further, that this deficiency results in a lack of confidence which seriously reduces the individual's desire to attempt even the most simple repairs.

(c) This headquarters has found it necessary to conduct a 4-6 week school to train radar repairmen on the AN/TSQ-71/71A and 72/72A series radar systems. Initial evaluation of the first class indicates students do not have sufficient aptitude, especially in the area of mathematics to absorb and understand the highly technical instruction required to effectively analyze problem areas, isolate difficulties, and effect the necessary repair.

(3) COMMAND ACTION. (a) The commander has directed that the records of all personnel, MOS 26D, both currently assigned and incoming, be reviewed. This review and interview devised by ITT Gilfillan field service representative (FSR) will serve the dual purpose of identifying personnel to attend the radar repairman's course established by this unit and selecting personnel for unit assignment.

(b) From the data gained by the above mentioned review of records and interviews a minimum selection criteria base for entry into the radar repairman field will be established and forwarded as a recommendation through appropriate channels.

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- f. Logistics. None.
- g. Communications. None.
- h. Material. None.
- i. Other. None.

6 Incl
as
Incls 2 - 6 wd HQ, DA

William D. Proctor
WILLIAM D PROCTOR
Colonel, Infantry
Commanding

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AVBAGC-O (3 Nov 69) 1st Ind
SUBJECT: Operational Report-Lessons Learned (Headquarters, 165th
Aviation Group) Period Ending 31 October 1969, MCS CSFOR-65 (R2)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

5 DEC 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVBAGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOF-DT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the
contents

2. The following additional comments are considered pertinent:

a. Paragraph 1f(1), page 6 addresses shortages of 52Bs, Power Generator Equipment Operator/Mechanic. As of 27 November 1969, the 165th Aviation Group was authorized 59 individuals in this MCS and had 60 assigned; however, the unit is also authorized 36 52As and has none assigned. 52A, Powerman, is an apprentice MCS (awarded as a result of CJT), and no replacements are received from higher headquarters to fill these vacancies. The efforts of the unit to obtain additional generator mechanics classes to train individuals for this MCS is considered a feasible solution to this problem.

b. Paragraph 1f(2), page 7 addresses air-conditioner shortage. Concur. The lack of repair parts and direct support maintenance for the 18,000 BTU air-conditioner is recognized by this headquarters and has received command emphasis. During the past 90 days, this headquarters, submitted three Commander's Critical Items Lists to the Commanding General, 1st Logistical Command, requesting assistance in the repair and return of air-conditioners. The referenced air-conditioners are special design, 400 cycle units, purchased in various sizes, to be used in control towers and signal vans and are not compatible with other standard air-conditioners. Experience has shown that these air-conditioners are being cannibalized for parts and subsequently salvaged. The supply of replacement air-conditioners and spare parts is inadequate because of the long lead time required for special equipment.

c. Paragraph 2e, page 11 addresses the lack of skills and knowledge in radar repairman replacements (MCS 26D20). These problems can be overcome only by proper and closely supervised on the job training. While it is desirable that graduates of the 26D20 Radar Repair Course be fully capable of performing upon graduation, this is rarely the case. Due to the highly technical nature of radar and electronics, the limited

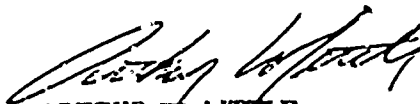
AVBAGC-0 (3 Nov 69) 1st Ind

5 DEC 1969

SUBJECT: Operational Report-Lessons Learned (Headquarters, 165th
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length of service schools, and the many systems to be taught, the average graduate gains only a basic knowledge. Experience indicates three to six months, and at times even a year, of OJT is required to develop a knowledgeable and field experienced electronic repair technician. Extension of the course, which is now 26 weeks long, does not seem to be a feasible solution. The unit school established by the 165th Aviation Group is an excellent means of providing the additional training. It is recommended that graduates of this school and the more capable, experienced radar repairman within the group be assigned assistants to whom they will provide extensive OJT. These assistants would be those 26D20's that are motivated but lack the experience and proficiency desired for independent or isolated working conditions.

FOR THE COMMANDER:



ARTHUR W. LITTLE
CPT AGC
Asst AG.

Copy 1st Ind Furn:
CO, 165th Avn Gp

AVHGC-DST (3 Nov 69) 2d Ind
SUBJECT: Operational Report-Lessons Learned (Headquarters, 165th Aviation
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HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 11 JAN 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

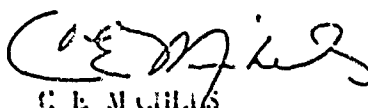
1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 165th Aviation Group (CBT) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Logistics", page 7, paragraph 1f(2) and 1st Indorsement, paragraph 2b; concur. The lack of repair parts for the 18,000 BTU air-conditioners is recognized by this headquarters. Action has been taken by 1st Logistical Command to resolve repair parts shortages in coordination with USAMECOM. The lack of direct support maintenance is attributed to the lack of repair parts.

b. Reference item concerning "Radar Repairman", page 11, paragraph 2a and 1st Indorsement, paragraph 2c. The AN/TFN-18 radar is in use in Vietnam and Korea while the AN/FPN-40 is used in CONUS and Europe. Currently the radar repairman's course at Fort Monmouth teaches only the AN/FPN-40 in addition to the fundamentals of radar repair. Personnel are arriving in-country having never been exposed to the equipment which they are expected to repair. Request that DA and CONARC include training on the AN/TFN-18 in the radar repairman's course, at least for those students having orders for Vietnam and Korea. An acceptable solution which would not lengthen the current 26 week course might be to alternately train classes on the AN/TFN-18 and AN/FPN-40, with those individuals trained in the AN/TFN-18 being assigned to Vietnam and Korea and those trained in the AN/FPN-40 going to other assignments. A letter is being prepared by USARV Aviation emphasizing the need to fully train the radar repairmen being sent to Vietnam.

FOR THE COMMANDER:



G. E. MCHILLIS

1st Lt

Assistant General

Cy furn:
165th Avn Gp (CBT)
1st Avn Bde

GPOP-DT (3 Nov 69) 3d Ind

SUBJECT: Operational Report of HQ, 165th Aviation Group (Combat) for
Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 22 JAN 70

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



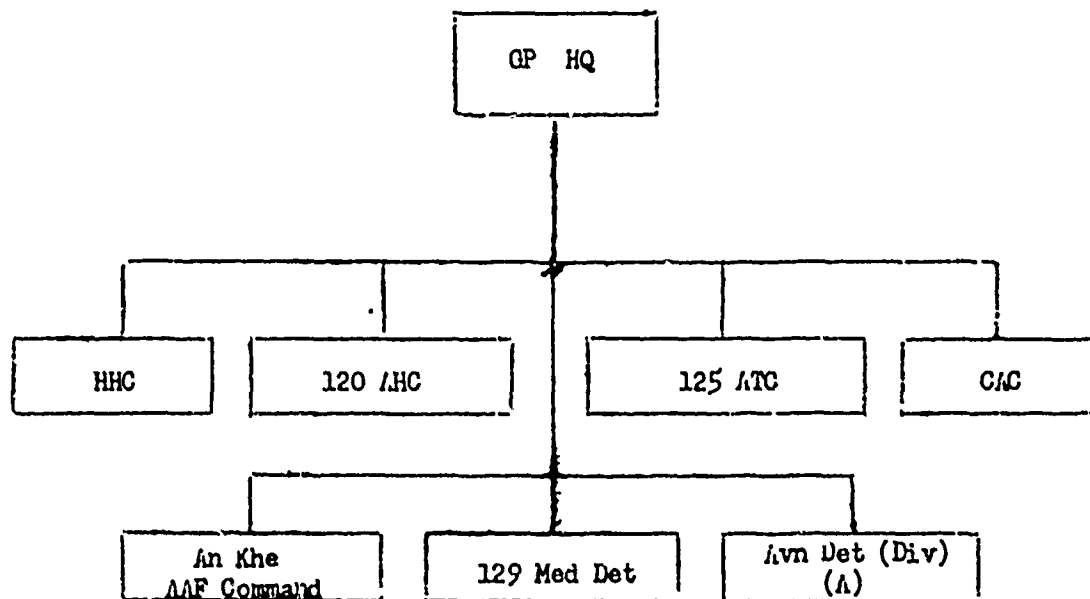
C. L. SHORTT
CPT, AGC
Asst AG

DEPARTMENT OF THE ARMY
HEADQUARTERS 165TH AVIATION GROUP (CGT)
APO San Francisco 96384

AVBACD-C

3 November 1969

SUBJECT: Organization of 165th Aviation Group (Cot)



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